

ECONOMY IN GAS.

SUGG'S FLAT FLAME BURNERS
effect an economy in gas of
30 Per Cent.

And can be readily attached to ordinary Gas-
ometers and Brassels.

SUGG'S NEW ST. BURNERS with
Artistic shades for Drawing Room and Dining
Room.

JANE, CRAWFORD & CO.,
Agents for Hongkong.

ARTISTIC PORCELAIN MENU
STANDS.

HAND-ETCHED MENU and NAME
CARDS.

JANE, CRAWFORD & CO.

DEVOE'S NONPARÉIL KEROSINE,
150 degrees fire test, a perfectly safe Oil.

JANE, CRAWFORD & CO.

Hongkong, 5th May, 1883. [632]

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING
CHEMISTS.

By Appointment to His Excellency the
Governor and his Royal Highnesses the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS.

PATENT MEDICINE VENDORS.
DRAGNET'S SUNSCREEN.
AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED.
Passenger Ships Supplied.

Notice.—To avoid delay in the execution of
orders it is particularly requested that all
business communications be addressed to the
Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [23]

NOTICES TO CORRESPONDENTS.

Communications on editorial writers should be
addressed "The Editor," and those on business "The
Manager," and not to individuals by name.

Correspondents are requested to forward their name
and address with communications addressed to the
Editor, not for publication, but as evidence of good
faith.

All letters for publication should be written on one
side of the paper only.

Advertisements and Subscriptions which are not
ordered for a fixed period will be discontinued until
countermanded.

Orders for extra copies of the Daily Press should
be sent before 11 a.m. on the day of publication.

After that hour the supply is limited.

The Daily Press.

HONGKONG, MAY 15TH, 1883.

The proposition of the Treasury that Hong-
kong should contribute nearly £14,000 a year
to the cost of the conveyance of the mails
may fairly be described as a startling one. As Lord KIMBERLEY points out, this would
amount to five per cent. on the whole public
revenue of the Colony. Such an increase of
expenditure could not be met without in-
creased taxation. Lord KIMBERLEY, in one
of his despatches, reminds the Treasury that
each of the Eastern colonies is almost
entirely inhabited, and its revenue contrib-
uted, by a native population, making little
or no use of the mail service, and that so far
as its value for purposes of correspondence
is concerned, this population would have no
objection to dispense with it altogether. The
colonies concerned are indebted to Lord
KIMBERLEY for his protection of their in-
terests. It seems, however, that some con-
tribution will have to be made. In the case
of Ceylon and the Straits Settlements the
Governments are to be "invited" to make
total contributions of £1,470 and £5,000
respectively. The case of Hongkong is ap-
parently left open. What amount we will
finally be "invited" to contribute remains
to be seen. In the statement of the revenue
and expenditure of the colony for 1882, we
find that the revenue from postage in that
year amounted to \$103,793, while the expen-
diture debited to the Postmaster-General's
department is \$75,477. This expenditure,
we assume, is for salaries alone; the total
expenditure would be somewhat higher.
Whether it reaches or exceeds the income
the accounts as published do not disclose,
nor does the last Report of the Postmaster-
General inform us. We believe, however,
that so far the Colony has derived some tri-
pling amount as revenue from its postal de-
partment. It may be at once admitted that
the Post Office ought not to be looked upon
as a revenue earning department. When
the receipts exceed the expenditure the
balance ought to be spent in improv-
ing the service or in reducing the rates
of postage. Whether it is necessary or
good policy on the part of the State to
subsidise steamer companies for the conve-
nience of the mails is an abstract question
that need not be entered upon. The
Home Government takes the affirmative
view, and has entered into a contract with
the Peninsular and Oriental Company for a
term of years for the conveyance of the mails
to the East. Seeing that the cost of the
service exceeds the receipts, it seems not
unreasonable that the colony of Hongkong
should contribute to a moderate extent
towards its maintenance; at all events
it seems pretty clear that we shall have
to do so. The question remains, however,
as to what the measure of the contribution
should be. The Treasury proposes that
each colony should contribute proportion
to the number of letters carried and the dis-
tance over which they are carried. At first
view this might seem fair enough, but we
imagine that if it were possible to obtain
an accurate figure it would be found that
the number of letters in proportion to the
number of correspondents is much greater
in Hongkong than in England; that the small
community here transacts business, in fact,
for a much larger interest on the other
side, so that to charge the colony strictly
on the number of letters carried would
throw on it a burden out of proportion
to the advantages received compared with England itself. A fairer
way, we imagine, would be to fix on a
lump sum for each colony, having regard
to the circumstances of each. If however,
the system of charging according to the
number of letters carried is adhered to there

is one point which must not be lost sight of.
The Post Office of Hongkong is in fact the
Post Office for the whole of China and to some
extent of Japan. The contribution of the col-
ony, if it is to be arrived at on a calculation
of the number of letters carried, ought to be
based on the number belonging to the Col-
ony itself, without regard to those belong-
ing to the subsidiary offices. Whether this
point was taken into consideration by the
Treasury or not the correspondence does not
show, but the large amount asked for would
lead to the inference that Hongkong had
been debited with more than its proper
share of correspondence. In any case it is
certain the Colony could not afford to con-
tribute anything like £14,000 a year.

The wreck of the steamer *Cornwallshire* has
been sold at Kowloon for the sum of \$3,600.

The Agents (Messrs. Simpson & Co.) inform
us that the D. R. steamer *Feronia*, from
Hamburg, left Singapore for this port on Sunday,
the 13th inst.

The Saigon *Independent* says the water in the
Tonkin rivers has fallen so low that the operations
in that country have had to be suspended
for the present.

The Agents (Messrs. Melchers & Co.) inform
us that the *Anstro-Hammonia Lloyd's steamer Ezeiza*
arrived from Trincomalee, left Singapore yesterday
afternoon for this port.

The exportation of rice from Cochinchina
during the month of April was 442,677 piculs of
cargo rice, 5,609 piculs of white rice, and
11,793 piculs of paddy; total, 565,065 piculs.

The British steamer *Nelson* left the *Kowloon*
dock yesterday, and the British steamer *Eastlyn*
went in. The British steamer *Ringay* went
out. The *Eastlyn* is a good even start, and
all the ships kept together in a cluster to the
left bank, until the time of sounding when
they were all gone.

A telegram to the Governor of Silion ex-
presses the promise of Lieut. Colonel C. J.
O'Connor, wounded in the engagement at Han-
kow, to return to Hongkong.

The Mercury understands that the "Gloria"
Company's fourth representative at Hankow will
be the *Gloster*, Capt. Norman. The second
steamer of the above Company to leave for Lou-
will be the *Gloster*, she being preferred by
telegrams from the owners at home to the *Glo-
xinia*.

We (Mercury) are informed that the German
steamship *Armenia* and *Tokio* bound for
Newark, will leave on the 21st inst. She
arrived at a bank about ten miles from the New-
chawng Lightship during a fog, and became a
total wreck. She has since been sold by auction,
fetching about £100.

Concerning telegraphic matters at Shanghai
the N. O. Daily News has the following:
"Connection between the Eastern, European,
Australasia, and China coast-wise and the
Chinese Woosung-Shanghai land-line will be
made at once to connect the *Telegraph* was
fixed upon the 8th inst., as satisfactory
arrangements have been completed. The
Eastern will shortly be carried into trouble in
Kowloon Bay. The times of the first two boats
were:—"

Sandwich 5.12
Osman 5.15
Mario 5.16
Arrow 5.19

On the way for the *Chang Rock*, different
times were added to the *Armenia* and *Osman*,
standing apace to the *Hoover* and *Arrow*, while
the other two boats took the *Kowloon* side. The
effect seemed to be the same for, of the
boats they were all together again. The
Osman and *Arrow* both had boat in front,
and the *Hoover* and *Armenia* both had boat in
the rear. The *Osman* was a good even start, and
all the ships kept together in a cluster to the
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